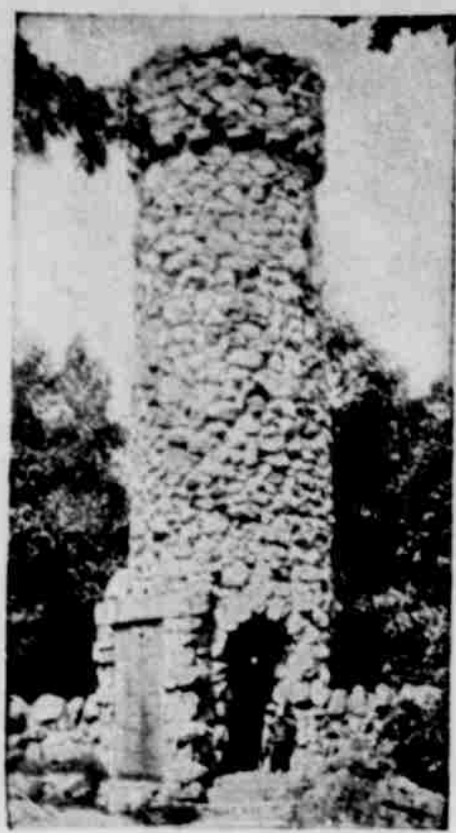


Norumbega, the Lost City of New England



Memorial tower on the site of the lost city of Norumbega.

STORIES of "The Lost City of New England," and of the search, throughout centuries, for traces of its location, read like a fairy tale.

In 1568, David Ingram, an English sailor, was set ashore, with more than a hundred others, at Tampico, on the Gulf of Mexico, on account of lack of provisions on the ship. Ingram wandered over the country, obtaining food and lodging in different Indian settlements. In the following year he

sailed on a French ship from Boston harbor, then known as the "Harbor of St. Mary's." On reaching England he told of the wonderful city of Norumbega, the last town he had visited before sailing, and which he estimated to be only "a few hours distant" from the harbor. He described it as a city of barbaric splendor, saying that he had seen "houses with pillars of crystal and silver, and monarchs borne on golden chairs." He declared that in the dwellings of the chiefs he had seen "quarts of pearls." He was brought before Sir Humphrey Gilbert, who later lost his life in an expedition undertaken partly for the purpose of finding this marvelous city.

On seventeenth century maps, the name Norumbega found a place, so firmly rooted was the belief that its exact location would soon be found. Both Champlain and Captain John Smith looked earnestly for the site. For some reason they seemed not to consider Massachusetts in their researches, but gave all their attention to the region of the Penobscot River in Maine. Champlain caused every portion of the banks of this river to be explored with the utmost care. When these efforts failed to reveal the slightest trace of the object of search, hope of its discovery was generally given up, and Norumbega was referred to as "The Lost City of New England." The word was no longer placed on maps, and was perpetuated only in the name of the splendid hall erected in Bangor, Maine, on the shore of the Penobscot River.

Still the vision of this beautiful lost city appealed to the imagination of the poet, and to the investigative mind of the scientist. Whittier writes:

"I fain would look before I die
On Norumbega's walls."

To Professor Eben Norton Horsford, of Harvard University, the world is indebted for the patient, persistent research which resulted in locating definitely the site of the long-sought city. Through his extensive reading of old records, Professor Horsford learned that the portion of country from Rhode Island to the St. Lawrence River, which was occupied by the early Norse explorers, and generally known as Vinland, was also called Norbega—the ancient name for Norway—the settlers claiming the entire tract of country as a dependency of their native land. The Algonquin Indians, among whom these early settlers made their home, were unable to utter the sound of *b* without prefixing the sound of *m*. Hence in their pronunciation the name became Nor'mbega, and later, Norumbega, as more easy of utterance.

The discovery being made that the colony of Norumbega was identical with Vinland, it was natural to look within these limits for the city and fortifications of Norumbega. Old accounts of the city described it as being at the junction of two streams. Professor Horsford realized that the Charles River and its tributary, Stony Brook, were the only streams "a few hours distant" from the old Harbor of St. Mary's that would meet the necessary conditions.

He says that when his studies had led him to this deduction, he drove directly to the spot and, on his first visit, discovered traces of the old fortifications. In subsequent explorations he found indications of the industries at one time carried on in the primitive city. Foundations of mills of that early period are still intact, and millstones which once ground the corn for food are strewn around.

The chief industry of the people who inhabited this region for about 350 years, from 1000 A. D. to 1347, appears to have been the cutting and shipment of masur wood, and the dams still remain which were made to hold back the water to float large quantities of these blocks. This masur wood was a peculiar formation somewhat like an enormous knot, called also a burr, which occurred in a certain variety of oak. The discovery of this growth in profusion determined the location of the city at this place. These "burs" were extremely hard and tough, and thus exceptionally well suited to the manufacture of mortars, chopping bowls, and all similar vessels. The colonists shipped this material, in the raw state, across the ocean, accumulating great wealth from the fabulous prices received, as the sources of supply were few.

Fur-bearing animals were also abundant, and trade in these contributed largely toward the financial prosperity. Fresh-water oysters thrived in the streams, and yielded the pearls referred to by Ingram, the English sailor, as being displayed in such marvelous quantities in dwellings of the chiefs. Clear white quartz is found in the region, and some large fragments discovered have the form of broken columns. Hence, Professor Horsford concludes that the porches of the more pre-

tentious dwellings may have been supported by pillars hewn from this quartz. If these were adorned with tinsel, which was much used in decoration by semi-barbaric people of the time, a basis is seen for Ingram's report regarding "pillars of crystal and silver."

As the masur supply became exhausted on the banks of the Charles, the settlers moved northeast, following the direction of a straggling masur growth along the Penobscot, and onward to the St. Lawrence. Nowhere in these travels, however, did they find a sufficient supply to erect another city in this country. Some remained, mingling with the native Indians, but the greater number returned to Iceland and Norway, the last ship to bear them away sailing in 1347.

Norumbega Tower, erected by Professor Horsford, of rough boulders left from former times, stands on the site of the ancient fort, as a picturesque memorial to the sturdy Norsemen, and a landmark in the progress of science.

Built into one side of the tower is a tablet giving a brief summary of the history of the place in the following inscription:

—NORUMBEGA—
City, Country, Fort, River.

NORUMBEGA—NOR'MBEGA
Indian Utterance of Norbega, the Ancient Form of Norvega—Norway—to which the Region of Vinland was Subject.

—CITY—
At and Near Watertown Where Remain Today
Docks, Wharves, Walls, Dams, Basins.

—COUNTRY—
Extending from Rhode Island to the St. Lawrence.
First Seen by Bjornson Julifson, 985 A. D.
Landfall of Lief Ericson, Cape Cod, 1000 A. D.
Norse Canals, Dams, Falls, Pavements.
Forts, Terraced Places of Assembly, Remain Today.

—FORT—
At Base of Tower and Region About.
Was Occupied by the Breton French in the 15th, 16th, and 17th Centuries.

—RIVER—
The Charles.

Discovered by Lief Ericson, 1000 A. D.
Explored by Thorwald, Lief's Brother, 1003 A. D.
Colonized by Thorfinn Karlesfin, 1007 A. D.
First Bishop, Eric Gnipson, 1121 A. D.

—INDUSTRIES FOR 350 YEARS—
Masur Wood (Burs), Fish, Furs, Agriculture.
Latest Norse Ship Returned to Iceland in 1347.

Thoroughness

IN HIS book, "The Americanization of Edward Bok," the author devotes some space to what he calls the curse of America today. It is the habit which Americans have of saying, "It is good enough," "It will do," a habit which Mr. Bok believes is surely destroying the efficiency of every one who practices these sophistries.

Americans of a century ago were men and women who were painstaking and thorough in their work, and who did whatever they had to do in a conscientious manner, the doing of which built the foundations on which this Republic has stood for so many years.

Today in America thoroughness has been sacrificed for speed, the ability to do things well for the faculty of doing them quickly.

The student in college tries to see, not how high he may stand in his classes, but how little he can do and just pass his examinations. "Short Cuts to Success" find a ready sale to millions who want to attain the goal without having to plod along the weary way in which their fathers attained success.

The sophistries, "It will do" and "It is good enough" have supplanted, in a large measure, the biblical instruction which was obeyed by our forefathers, "Whatsoever thy hand findeth to do, do it with thy might."

The call of the dollar is heard in the land. Its song is "Why do a job well, when by slighting it you can make the same money?" "It will do"—"It is good enough"—"You should worry."

The trend of the times is to do things as quickly as possible, not as well as possible. Man takes counsel of himself and believes that his ways are better than, for instance, the ways of nature. Marden in his book "How to Succeed" says:

"Nature finishes every little leaf, even to every little rib, its edges and stem, as exactly and perfectly as though it were the only leaf to be made that year. Even the flower that blooms in the mountain dell, where no human eyes will ever behold it, is finished with the same perfection and exactness of form and outline, with the same delicate shade of color, with the same completeness of beauty, as though it were made for royalty in the queen's garden."

If America is to hold her place in the sun as the exponent of fair dealing, righteous living and efficient industry, a halt must be called, before it is too late, to the insane rush and hurry of our modern life. We must get back to the principles of our forefathers.

New Lifeboat Like a Corked Bottle

IT IS a strange fact that until quite recently no important improvement has been made in lifeboats since vessels first commenced traversing the oceans of the world.

Persons indulging in water route traveling invariably experience a doubtful and qualmish feeling when they look at the frail little lifeboats perched on the decks of monster vessels and realize that they are their sole dependence in keeping them separated from the bottom of the briny deep in case of collision or other serious accidents far from shore.

Many hundreds of thousands of persons all over the world have refrained from indulging in ocean travel on account of their utter lack of confidence in present-day life craft, preferring the certainty of dry land to moist ocean bottom, and when it is considered how very many thousands of men, women and little children have met with terrible and untimely deaths through the sinking of vessels, crushing or sinking of lifeboats, and even weather exposure while in lifeboats, they cannot be blamed for wanting to remain at home.

It begins to look, however, as if all fear and dread of ocean travel could be entirely forgotten, and ocean travel looked upon as no more dangerous than going from one part of the United States to another in a Pullman car, an automobile or on foot.

J. E. Miller and Albert A. Unruh, of Portland, Oregon, are the inventors of a new lifeboat which is as different from the usual type of lifeboat as an airplane is from a wheelbarrow.

In general appearance, their invention looks like a huge spinning top similar to the little ones used by children on sidewalks. One of these life-saving tops, eight feet in diameter, is capable of comfortably taking care of 40 persons. Each person has a seat, beneath which is kept enough food and water to sustain life for several weeks. There is an electric light equipment from storage batteries, a medicine chest, and rockets with which to attract passing vessels at night. Another exceedingly important in-

novation is a toilet which is flushed by a force pump, thus making it possible to keep the boat as sanitary as a first-class city home. Mr. Miller, who is now the sole owner of the patent, recently discussed the new boat before a number of Congressmen at Washington. He says that numerous trials of the boat conclusively prove that it cannot be sunk under any circumstances. If launched from a high deck it will merely dive beneath the waves and immediately reappear right-side-up on the surface. It is as unsinkable as a fishing cork. In case there is not sufficient time to launch one of Mr. Miller's boats, the passengers and sailors can climb into it as it stands on the deck of the vessel, close the entrance door, and when the vessel sinks beneath the surface of the sea, the big top will float off as safely as a corked bottle.

The boat is air tight, but is equipped with an air valve in the conning tower, which has a fan of sufficient power to change the air throughout the boat every half minute. The valve can be operated in such manner as to keep out heavy seas.

To make it possible for this life-saving contrivance to ride evenly during heavy storms, the inventors have provided a telescopic anchor which can easily be dropped to a distance of 15 feet below the bottom of the craft. This feature has the same steadying effect as a centerboard on a sailing yacht.

It is believed in Washington that Congress will soon make an appropriation enabling the naval authorities to give this device a thorough tryout from the deck of some government vessel. This of some government vessel. This

demonstration will take place either in New York Harbor or in Chesapeake Bay, so that it will be possible for a large delegation of Senators and Congressmen to witness it.

Upon the successful conclusion of such a trial, it is probable that Congress would revise the present law so that these boats could be substituted for the rowing lifeboats with which vessels are now equipped.



This is not a top; it is the new non-sinkable lifeboat which promises to make ocean travel safe. Standing left to right are the inventors, Albert A. Unruh and J. E. Miller.